

Appl. No. 10/825479  
Reply to Action dated April 26, 2006  
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**Amendments to the Specification:**

Please replace the paragraph beginning at page 1, line9 with the following amended paragraph:

While an air bag which deploys into the passenger compartment of a vehicle to restrain an occupant at the time of collision of the vehicle is formed by sewing a plurality of base fabrics, it is difficult to control the deployment shape of the air bag as desired only by devising the shapes of the base fabrics. To cope with this, conventionally, a strap for connecting the base fabrics together or a strap for connecting the base fabric to a retainer is provided in the interior of the air bag, whereby the deployment shape of the air bag is controlled by allowing the tension of the strap to be applied to the base fabrics at the time of deployment of the air bag (for example, refer to the following patent literature).

~~{Patent Literature}~~  
JP-A-5-178146]

Please replace the paragraph beginning at page 2, line 8 with the following amended paragraph:

The invention is made in to address these situations, and an object thereof is to enable a freer control of the deployment shape of the air bag with a simple construction.

Please replace the paragraph beginning at page 5, line 8 with the following amended paragraph:

As shown in Fig. 1, an air bag system 13 for a front passenger seat 11 is provided at an upper portion in an a dashboard 12 disposed in front of the front passenger seat 11.

Please replace the paragraph beginning at page 5, line 12 with the following amended paragraph:

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As shown in Figs. 2 and 3, a retainer 16 for the air bag system [1] 13 is fixed to support portions 14a[ . . . ] which extend downwardly from a lid 14 fixed to ~~an opening 14a~~ the sides of an opening formed in a top surface of the dashboard 12. The retainer 16 includes an upper retainer 18 and a lower retainer 19 which are fixed together with a plurality of bolts 17[ . . . ], and the upper retainer 18 is fixed to the support portions 14a[ . . . ] of the lid 14 with a plurality of bolts 20 .[ . . ]

Please replace the paragraph beginning at page 5, line 21 with the following amended paragraph:

A folded air bag 21 is accommodated in a space surrounded by the upper retainer 18 and the lid 14 in a state in which top, front and rear sides of the air bag 21 are encompassed by a fabric packing flap 22. The packing flap 22 is sewn 23, 23 to the air bag 21 along front and rear edges thereof, and fixing portions 22a, 22a at a lower end of the packing flap 22 and fixing portions 21a, 21a at a lower end of the air bag 21 are held between the upper retainer 18 and the lower retainer 19 and are then fastened together to the upper and lower retainers ~~also~~ with the bolts 17 .[ . . ] Brittle portions 22c .[ . . ] are formed at a rear portion on the top surface of the packing flap 22 via slits 22b .[ . . ]

Please replace the paragraph beginning at page 7, line 23 with the following amended paragraph:

Thus, when an acceleration which reaches or exceeds a predetermined value is detected at the time of collision of the vehicle, the inflator 25 is ignited, and the folded air bag 21 starts to be inflated by a gas produced by the inflator 25. When the packing flap 22 receives a pressure applied by the inflating air bag 21, the brittle portions 22c [ . . . ] in the packing flap 22 break, and furthermore, when the lid 14 receives the pressure applied by the inflating air bag 21, the thin tearable lines 14b break and the lid 14 opens along the hinge lines 14c, 14c, whereby the air bag 21 is allowed to deploy into the passenger compartment from an opening so formed in the lid 14 so as to restrain the occupant .